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ESTABLISHED 1857

No. 15,500. 號五百五萬第一日五十一月三十三精光 HONGKONG, THURSDAY, DECEMBER 19TH, 1907. 四庫全書 第九十卷 七百九十一英港香 PRICE, \$3 PER MONTH.

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The Daily Press.

HONGKONG, DECEMBER 19TH, 1907.

HONGKONG legislators on the unofficial side may yet be inclined to take courage from the results of Singapore's agitation to reduce the Military contribution. We have spoken before of the discouragement that takes hold of those who from time to time attempt the task of "kicking against the pricks." It is no unfamiliar sensation either here or at Singapore, where also there are, as the Straits' Times phrases it, "old and tried warriors who have taken off their armour and resigned themselves to their fate." Our southern contemporary claims that there is every reason to be satisfied with the progress of the agitation for a readjustment of the military tax on colonial prosperity. They have succeeded in "overcoming myopic unofficial opposition to the raising of the question," in encouraging the discouraged agitators who had been sulking in their tents, and in winning some sympathy even in the official phalanx. Further hope is now based on the fact that the noise of their complainings has gone farther afield, that the agitation has been taken up by the press of London. That lifts it from the status of parochial discontent, and puts the question where a timely shove from Hongkong would be most effective. Our contemporary has no doubt that a simultaneous resolution by the Official Members of the Legislative Councils of Singapore and Hongkong and a petition to the Secretary of State for the Colonies at the time Parliament is sitting would have

the desired effect of forcing the question upon the consideration of the Imperial authorities. The following reference is made to the contribution by the *Investor's Review* of November 9th:-

The Straits Settlements are objecting strenuously to the increase of their military burdens. A three days' debate took place in the Legislative Council on the budget, and the vote to spend £205,000 as a military contribution in the current year was carried only by the casting vote of the Governor. All the unofficial members strongly condemned the vote, and pointed out that the charge had increased from £93,000 in 1898 to £246,655 in 1904, while it is still at the figure above named. No wonder then that a budget deficit of about £5,000. [This is a telegraphic mistake; the deficit is more than £5,000, being \$421,000 on the original Budget statement, though it is only fair to point out that this was modified.—ED., S. T.] Unless this wasteful drain of the revenues is curtailed, there will before long be good reason to doubt the capacity of the Straits Settlements to pay the full interest on their debt.

That extract goes further, perhaps, than the local critics would go. The Colonial credit is not in danger, as sooner than that would come additional taxation. The existing imposts in both colonies, however, already cause a severe strain upon the burden bearers, and an almost unbearable clog on the development of these Crown Colonies, and, of course, it is the inequitable and unbusinesslike military levy that is responsible for the mischief. Another

metropolitan press-champion in the lists is the *Broad Arrow* of November 10 which expresses the opinion that justice is on the side of the southern Colony, which against its will is forced to pay a subsidy to the Imperial Government out of all proportion to its size and resources for the maintenance of Imperial responsibilities. It is quoted as saying these encouraging words:

So unconstitutional were the methods by which it was obtained, indeed, that victory in the long run is bound to rest with the Straits Settlements. But it is slow in coming. In the meantime, out of the total contribution paid by the Colonies towards Imperial Defence, they pay by far the most, Australia alone excepted. They are more than willing to maintain local defence up to the standard of efficiency, but they naturally object to bear Imperial responsibilities on a scale which is not consistent with their moral or physical conditions. After all, Singapore in particular is merely an entrepot for trade. Strategically and commercially it is of enormous importance, but it is not a colony in the true sense of the term any more than Malta or Gibraltar. Unfortunately, our system of Imperial defence is so chaotic that it was more than willing to maintain local defence up to the standard of efficiency, but they naturally object to bear Imperial responsibilities on a scale which is not consistent with their moral or physical conditions. After all, Singapore in particular is merely an entrepot for trade. Strategically and commercially it is of enormous importance, but it is not a colony in the true sense of the term any more than Malta or Gibraltar. Unfortunately, our system of Imperial defence is so chaotic that it was

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SUPREME COURT.

Wednesday, December 18th.

IN CRIMINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

FORGERY CHARGE ADJOURNED.

Lam Wing, Han Kee, Li Hi-shin and Hop Wo-long were placed in the dock on a charge of forgery.

The Hon. Mr. W. Rees Davies, Attorney General, who was instructed by Mr. G. E. Morell from the Crown Solicitor's office, said the four prisoners had been committed for trial on charges of forgery and uttering. He asked His Lordship to allow the case to stand over till next sessions. The solicitor on the other side, Mr. R. Harding, was quite agreeable to such a course.

His Lordship—How about the recognizance?

The Attorney-General—They propose, I understand, to offer \$2000 bail, and we propose to accept a joint bond of \$2000 cash.

His Lordship—For all four.

The Attorney-General—Yes, a joint bond.

His Lordship—For forgery?

The Attorney-General—The Crown Solicitor has considered the matter.

His Lordship—Very well, if you are satisfied Case adjourned.

PIRACY AND ROBBERY.

Wong Cheung-tiong, Lam Shek-on, Chan Wa and Cheung Fook-shing were indicted on charges of piracy and robbery, and pleaded not guilty.

His Lordship—I see the indictment contains charges on Common Law as well as under the Ordinance. I have very grave doubts as to whether there is any Common Law offence existing after that provided by the Ordinance, and it makes it exceedingly difficult to explain matters to the jury.

The Attorney-General—We had some difficulty in framing the indictment, as it is a question whether it is piracy at all. The prisoners were committed for trial under an Ordinance which had no application in this case; the Ordinance deals with the setting out for piracy. The question arises as to whether the offence was committed within the waters of the Colony, or on the high seas. In order to constitute piracy at Common Law it must be within the jurisdiction of the Admiralty.

His Lordship—I think any question with regard to the indictment is taken before the plea of the prisoners, and we must put this matter perfectly straight, the same as if the prisoners were defended. That being so I think we should clear up this first question on the indictment. I see your charge says on the high seas. That would be piracy by International law, and therefore piracy by Common Law. But does it fall outside the Piracy Statutes? They are in force in the Colony, you know.

The Attorney-General—I was doubtful if that was so.

His Lordship—in the constitution of the Colony the Statutes are in force. In 1841 they were in force in the Colony, therefore the old Piracy Statutes are now in force.

The Attorney-General—I am not sure that the Piracy Statutes actually meet the case.

His Lordship—I think those points should be taken.

The Attorney-General—I will explain to your Lordship my position in the matter. The evidence apparently shows that the offence was committed in territorial waters.

His Lordship—Lama Island, that is within the waters of the Colony, and that being so you don't want the Piracy Statutes.

The Attorney-General—I have based the counter on a direct precedent of a case tried in this Court.

His Lordship—This question has never been raised before.

The Attorney-General—in the other case the charge was merely one of armed robbery, although it took place at sea. In the present case, assuming the evidence shows the offence to have been committed on the high seas, it is a case of piracy. If it does not, then it is robbery.

His Lordship—I think, if your evidence is that the offence took place at Lamma Island, I should drop the Common Law counts.

The Attorney-General—As your Lordship pleases.

The following jurors were then called:—C. M. Glover (foreman), T. Soggie, A. Ogilvie, A. M. Jaffer, H. E. Cradock, I. S. Levy and E. Howard.

The Attorney-General told the jury that the charge against the prisoners at the bar was armed robbery within the waters of the Colony. It appeared that on November 14th four men were fishing on a junk at a place near Lamma Island. At about eight o'clock at night, as they were hauling in their fishing net, another boat approached which had a crew of six men. When the vessel ran alongside three of these men boarded the fishing junk, all being armed with knives, revolvers or some kind of firearms. One of the four men on the fishing craft was either pushed, or fell overboard. The boarders then asked the master of the fisher where he kept his money, and on being told, descended into the hold and found the box, which contained \$34 in twenty and ten cent pieces. They also secured some fish, oars and other small things on board, and at the request of the fishermen, rescued the man who went overboard. When the robbers had transferred all the stolen property to their own junk they rowed away towards the east. The master was reported that night by the four men to the police at Aberdeen. Some days later the same fishermen, while out in their junk, fell asleep, and awoke to see that four men armed with revolvers and other kinds of firearms had boarded their craft. These men demanded all the money the fishermen possessed, and stripped the boat of everything worth taking. This story was corroborated by all the prosecutors, but the difficulty would be as to the identification of the men. All the prosecutors would speak to certain of the

prisoners, but it was a curious fact that no two could identify the same man. The stolen property was found by the police in a matched box where the prisoners were arrested.

After hearing the evidence the jury, without retiring, found all of the prisoners guilty on each count, and His Lordship sentenced them to five years imprisonment on each count, the sentences to run concurrently.

SINGAPORE V. CROWN AGENTS.

The Straits Times of December 7th says:—

It will be remembered that, at a meeting of the Legislative Council on September 6, exception was taken to an item in the Final Supply Bill of \$108,195.51, representing mainly the loss incurred by the Colonial Government on the sale of steering investments by the Crown Agents. At the request of the Unofficial members, His Excellency the Governor wrote to Lord Elgin respecting the reply to be given them as to whether the Crown Agents could be called upon to make good the loss incurred and enclosing a copy of a report of the debate on the subject. In his despatch His Excellency pointed out that:—

In addition to this loss, (of \$36,227) in the prices realized, there was a further loss in dollars owing to the course of exchange. This loss ... makes up \$102,784.81 of the total of \$108,195.51.

The loss due to the difference between the sterling value of the securities at the time ordered to sell were received and the price ultimately realized.

Upon receiving this despatch, the Secretary of State for the Colonies wrote to His Excellency the Governor to the effect that he considered "the Crown Agents would be wanting in their duty to their principals if on the receipt of instructions they failed to bring to the notice of the Colonial Government any special circumstances which, in their opinion, would make it undesirable in the interests of the Colony to take action as directed." He explained that on receiving such advice it was for the Governor to consider, on his own responsibility, whether he would adhere to or modify the previous instructions. His view was that there was nothing in the procedure peculiar to Crown Agents, for he imagined the same course would be followed by any intelligent agent who had at heart the interests of his employer. In this despatch, his Lordship wrote, "I must express my regret that the Treasurer should have represented the matter to the Legislative Council in a manner which

appears from the report furnished by you to have been inaccurate and misleading." This, of course, was on account of a statement contained in the Crown Agents' reply to the committee from Singapore, in which Mr. M. A. Cameron pointed out that the members of the Legislative Council do not appear to have been told ... that out of the total apparent loss of \$10,195, the greater portion, which is attributable to exchange, was not a real loss; nor that, of the real loss due to depreciation, by far the larger part was incurred before the first instructions to sell were sent to us, so that the amount in question is only about 1/4 per cent. (\$24) instead of 10 per cent. as stated by the Treasurer in Council. Nor were the Council apparently informed, by laying the correspondence before them or otherwise, that our action was taken with the concurrence of the Government, which acquiesced in the proposals made in our letter of April 20, 1905.

These are the principal points of a paper laid before the Legislative Council yesterday afternoon, showing detailed correspondence with the Crown Agents regarding the sale of and subsequent loss on securities. It appears that Captain Young anticipated discussion of the subject in the Legislative Council, for we find that, on June 5, he wrote to the Crown Agents, forwarding a statement showing a loss on the market value of the Colony's gold investments of \$36,227.24, in addition to the loss of \$3,490.60 on exchange, and asking what explanation of this loss should be given when the Final Supply Bill for 1906 was under discussion. Mr. E. E. Blake, replying for the Crown Agents, wrote, on July 18, that the answer to be given to any enquiry on the subject should in their opinion, be that the loss had been due to the realisation of the securities of the Colony during a time of great financial depression. Nevertheless, they thought the government would have done wisely to have retained its securities until the depression should have passed away, but reminded the Colonial Secretary that a large portion of the loss sustained had been on paper only, and that on the last few years over two hundred vessels under the British flag have disappeared from the Eastern trade. The Japanese merchant steamers are among the finest afloat.

The captains and leading officers are British, but the whole of the crews are Japanese. The vessels trading between Commonwealth and Eastern ports are thoroughly familiar with the Eastern and Northern Coast lines of Australia, and it is asserted that the Japanese Naval and Military authorities have a better knowledge of the Northern Territory than is possessed by the Australian Federal and State Governments.

Should the Japanese, by any chance, obtain a foothold in Java, Dutch New Guinea would inevitably follow, and then they would be within a few hours' sail of the long coveted territory, which at present forms the Antipodes of No Man's Land, where the Commonwealth is practically defenceless, and will remain so while Socialism remains such a powerful factor in Australian public affairs. So long as the Northern Territory, with its millions of acres, remains unpopulated and neglected, so long will it continue an irresistible magnet in the eyes of a future generation of Japanese.

FOUR GENERATIONS OF LILLIPUTS.

The little Pollard People, who will make their bow once more in Hongkong on Saturday evening, are in dire line of succession from those of the same ilk with whom many of the public first made acquaintance in the early eighties of the last century. A parallel for such an unbroken stage connection may be found in the circumstances of the Terry family of which Miss Ellen Terry is the living representative, or the Brontë's three generations of whom were at one time together before the public, or to go still further back, the Kembles (John, Philip, Charles, Fanny, and their still more famous sister, Mrs. Siddons). But any comparison of such Bridgingians with the Lilliputians falls short in respect of the fact that at no time for the third of a century have these little people been under management or control other than that of a Pollard, and moreover, the several branches of the family have always largely contributed towards its personnel. As one after another of the juveniles drop out by so to say, the natural process of superannuation, their places are at once filled by others who have been training and undergoing for theseperilous vacancies.

The Belle of New York" is the piece selected to open the present season of the Lilliputians. Seats may be reserved at the Robinson Piano Co.

LATEST STEAMER MOVEMENTS.

The C.N.C. str. *Taming* left Manila on 17th inst., and is due here to-morrow.

The N.Y.K. str. *Bigus Maru* (Bombay Line) left Moji for this port on the 17th inst., and is expected here on the 23rd inst.

The G.M. str. *Minnesota* arrived at Yokohama on 17th inst. at 1 p.m., will leave for Hongkong via usual ports of call on 18th inst., and may be expected here on 2nd prox.

The O. & O. str. *Persis* sailed from Tacoma on the 16th inst. for Hongkong via Japan ports, and is due to arrive in Hongkong on 16th prox.

AUSTRALIA'S BLUE FUNK.

A Sydney correspondent writes:—

Australians having commercial relations with that East, also those who have roamed for some time in Japan and neighbouring countries, are unanimous in testifying to the rapid development of the gaily awakened national spirit in the land of the Mikado. Thousands of Australian tourists and holiday-makers annually leave Sydney and other Commonwealth ports for Japan, and invariably return deeply impressed with the marvellous industrial development observable in most of the leading cities and towns, so different almost every way from what they had been led to anticipate from the reports of works professing to deal with Japanese characteristics.

An Australian who has just returned to Tokyo, states that everywhere the Japanese entertain a deep conviction that they are destined to become the dominant race in the Pacific, and that their future dominion will extend to the northern shores of the Commonwealth. Hence the interest with which the Federal proposal to dispense with the assistance of the Imperial Squadron in Australian waters was regarded by the Japanese native Press, which keeps the people in all parts of the Mikado's country tolerably well informed of everything affecting Japanese affairs in other lands.

Even the interdiction of Gilbert and Sullivan's famous musical comedy furnished a theme for local comment, being regarded as an illustration of the growing political and social influence of Japan in Europe.

A gentleman, an engineer by profession, who has been long resident in the East, and is at present in Sydney in search of health, which had become impaired by the effects of a disastrous typhoon, has much to say respecting the probabilities of the future. He was formerly in the employ of the Japanese Government, and at the time he left for Sydney occupied an official post in Siam. He speaks very strongly respecting the increasing extent to which the work of colonisation is being carried on, despite the denials of the Japanese Government.

"Why," said he, the other day, speaking to a Sydney Press representative, "they are coming down to Java." "The Sultan of Bunka (one of the Javanese islands) has been to Japan to interview the Mikado. Why? It is common property, every one knows, that the shahs were unreliable, and only to be treated as preliminary sketches, that opinions were to be expected, as the irregular character of the depths, and the prevalence of coral formations forbade any certainty that all dangers had been discovered.

The *Tantalus* reached the spot on April 17, and slowly left her way in with the lead, her host also going just ahead of her to give warning of reefs. In this way she got within 60ft. of the *Fortunatus*, and steel hawsers were made fast and towing was begun, at first without success, the spring manilla to one hawser parting. The next morning towing recommenced, and after some time one hawser parted. About 3 o'clock, the *Fortunatus* was dragged off by means of the remaining hawser. The total value of the *Tantalus* and her cargo was £30,000. The *Fortunatus* was £28,488, her cargo £19,000, and freight at risk £1,000.

Says the engineer already quoted: I was in Java for two-and-a-half years. All the Dutch ships running from Hongkong take Japanese to Java. The *Tantalus* for the manner in which his services had been rendered. He thought the master of the *Fortunatus* had also seconded the services of the *Tantalus* with considerable skill.

It was a particular pleasure to reward services which were not those of professional sailors who were apt to exaggerate their claims. The master of the *Tantalus* had told his story clearly and with modesty. Although the weather was fine there was some risk to the *Tantalus*, as there was a reef ahead towards which she had to tow. The services were valuable, as was shown by the fact that the *Fortunatus* was damaged by the stranding to the extent of £5,000. He awarded a total sum of £3,225, which he divided as follows:—To owners, £3,375; to the master, £240; to the chief officer and chief engineer, £150 each; to the second officer and second engineer, £100 each; to the third officer and third engineer, £75 each; to the fourth officer, £50; to the doctor, £40; and the steward, £20.

"FORTUNATUS" CLAIM.

DIFFICULT SALVAGE OPERATIONS IN INDIAN OCEAN.

In the High Court of Justice, on December 14, before Mr. Justice Bucknill and two of the Elder Brethren of the Trinity House, a most interesting claim was decided.

It was an action by the owners, master, and some of the crew of the Blue Funnel Line steamer *Tantalus* against the owners of the steamer *Fortunatus* for salvage services. The *Fortunatus* which had since been destroyed by fire, was a screw steamer of 3,425 tons, and on April 5, 1907, while on a voyage from Melbourne to Calcutta, via Singapore, ran ashore on an uncharted reef off the north coast of the Island of Flores, in the Dutch Archipelago. She was laden at the time with a general cargo, and also with horses and sheep, and had as well 38 passengers on board. The weather was fine and the sea calm. The next day a native boat came alongside, and the third officer, accompanied by a Dutch passenger as interpreter, proceeded in a neighbouring island to cable for assistance. Jetting from the cargo was the cargo was removed and brought from both sides of the ship.

On the evening of April 8, the British India steamship *Faxilia* came up and made two unsuccessful attempts to tow the *Fortunatus* off, the tow ropes parting on each occasion and she then proceeded on her voyage. On April 15, the master of the *Tantalus*, while loading at Surabaya, received from the agents of the *Fortunatus* news of the stranding, and, having obtained leave from his Batavia agents by telephone, completed his loading in all haste and proceeded to render assistance, a course which involved a deviation from his voyage of 750 miles. The master of the *Tantalus* had never previously been among the islands east of Java, and knew that the charts were unreliable and only to be treated as preliminary sketches, that the *Fortunatus* was to be expected, as the irregular character of the depths, and the prevalence of coral formations forbade any certainty that all dangers had been discovered.

The *Tantalus* reached the spot on April 17, and slowly left her way in with the lead, her host also going just ahead of her to give warning of reefs. In this way she got within 60ft. of the *Fortunatus*, and steel hawsers were made fast and towing was begun, at first without success, the spring manilla to one hawser parting. The next morning towing recommenced, and after some time one hawser parted. About 3 o'clock, the *Fortunatus* was dragged off by means of the remaining hawser. The total value of the *Tantalus* and her cargo was £30,000. The *Fortunatus* was £28,488, her cargo £19,000, and freight at risk £1,000.

Mr. Justice Bucknill, after referring to the facts above stated, warmly praised the master of the *Tantalus* for the manner in which his services had been rendered. He thought the master of the *Fortunatus* had also seconded the services of the *Tantalus* with considerable skill. It was a particular pleasure to reward services which were not those of professional sailors who were apt to exaggerate their claims. The master of the *Tantalus* had told his story clearly and with modesty. Although the weather was fine there was some risk to the *Tantalus*, as there was a reef ahead towards which she had to tow. The services were valuable, as was shown by the fact that the *Fortunatus* was damaged by the stranding to the extent of £5,000. He awarded a total sum of £3,225, which he divided as follows:—To owners, £3,375; to the master, £240; to the chief officer and chief engineer, £150 each; to the second officer and second engineer, £100 each; to the third officer and third engineer, £75 each; to the fourth officer, £50; to the doctor, £40; and the steward, £20.

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Already, it is being pointed out, the Nippon Yusen Kaisha and other Japanese shipping companies are driving the British mercantile marine out of the Chinese Sea, and within the last few years over two hundred vessels under the British flag have disappeared from the Eastern trade. The Japanese merchant steamers are amongst the finest afloat.

About twelve months ago some coal-mining experts from Westphalia paid a visit to the Dover Colliery Works, and were very struck by the similarity of the state to those in some of the best German coalfields. A second visit was paid to Dover about six months ago, and since that time negotiations have been going on for the acquisition of part of the property.

Experts were sent from Westphalia to

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are no longer required for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Code: A.B.C., 5th Ed.

Liber.

P.O. Box, 33. Telephones No. 12.

NEW ADVERTISEMENTS

BEKANNTMACHUNG.

Ihre hiesigen Handelsregister Abteilung A. No. 4, ist heute zu der Firma EBERHARD A. ROESE, in Swatow eingetragen worden:

Der Kaufmann Henry Roese ist als Gesellschafter aufgenommen.

Die Firma ist in GEBRUEDER ROESE

geändert.

Die Gesellschaft ist eine offene Handelsgesellschaft mit dem Sitz in Swatow.

Gesellschafter sind die Kaufleute:

Eberhard Roese in Swatow.

Henry Roese in Swatow.

Der chinesische Firmenname der Gesellschaft ist:

新昌

Die Gesellschaft hat ihre Geschäfte mit dem 1. Oktober 1907 begonnen.

KAIERLICH DEUTSCHES KONSULAT.

Swatow, den 10. Dezember 1907. 1998

THE TRADE MARKS ORDINANCE,
1888.

NOTICE IS HEREBY GIVEN that M. J. CONNELL of Seattle, Washington, in the United States of America, has on the 23rd day of September, 1907, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS, viz.:-

(1) The representation of a Red Disc supposed to represent the Sun, and the word MORROW below the same. On the right hand side thereof are the Chinese characters 太阳 meaning "Red Sun" and on the left hand side thereof are the Chinese characters 天天 meaning "TOWARDS THE SKY," above the representation are the words "CONNELL MILLING COMPANY" and at the foot thereof is the representation of a small Red Disc and the word "MORROW."

(2) The representation of an Arum Lily printed in an ornamental circular border with the words "BITZVILLE FLOURING MILLS" on the top thereof and the words "WHITE LILY" at the foot thereof.

(3) The representation of a White Fawn in a circular landscape with the words "WHITE FAWN" below the same. Above the fawn are the words "BITZVILLE FLOURING MILLS, INCORPORATED" and at the foot thereof are the words "WHITE FAWN."

(4) The representation of an Ornamental Monogram containing the letters "S. R. M." with the word "CHOICE" below the same. On the right and left sides of the Monogram is the representation of several fern leaves and above the Monogram are the words "SPAGNIOLI RUMBLE MILLS" the whole enclosed in an ornamental border.

in the name of the said M. J. CONNELL of the said address who claims to be the Sole Proprietor thereof.

The TRADE MARKS have been used by the applicant in respect of FLOUR in Class 42. Facsimiles of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 18th day of December, 1907.

GOLDRING & BARLOW,
Solicitors for the Applicant,
1997, 10, Queen's Road Central,

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ-EITEL FRIEDRICH," having arrived, consignments of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Tuesday, the 17th inst., at NOON.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 24th inst., will be subject to re-tariff.

All broken shafted, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 9:30 A.M.

All claims must reach us before the 28th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 18th December, 1907.

NOTICE.

M. R. A. EBRAHIMEE being about to leave for Bombay, Mr. AHMED JOOSAB will conduct the business and sign the name of our Firm in China from this Date.

C. ABDULLA & CO.
Hongkong, 17th December, 1907.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC CO., LTD.

A. Well Educated, Single LADY is required to fill the position of Clerk-in-Charge of the Central Telephone Exchange.

Applications should be made in writing to the Manager, 2, Duddell Street.

Hongkong, 13th December, 1907.

1906

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. STEWART, to sell by Public Auction,

TO-MORROW (FRIDAY)
the 20th December, 1907, at 2:30 P.M., within her residence, No. 2, Lockhart Terrace, Kowloon.

THE WHOLE OF HER
VALUABLE HOUSEHOLD
FURNITURE
THEBEN CONTAINED.

Comprising—PLUSH-COVERED
DRAWING ROOM SUITE, TEAKWOOD
OVERMANTELS with Bevelled Glass,
SCREENS, TEAKWOOD SIDEBOARDS
with Bevelled Glass, DINING TABLES and
CHAIRS, DINNER WAGGONS, DINNER
SERVICES, GLASS and E.P. WABE,
BRASSMOUNTED IRON BEDSTEADS
and BEDDING, TEAKWOOD WADE-
ROBES with Bevelled Glass, MARBLE-TOP
BUREAU with Bevelled Glass, CHEST-OF-
DRAWERS, &c., &c., &c.

Also,
One COFFAGE PIANO by F. DOERER &
SONN, Stuttgart;

And
A quantity of PALM-leaf in POTS.
Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th December, 1907.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of
the Letting by Public Auction Sale,

to be held on MONDAY, the 2nd day of
December, 1907, at 3 P.M., at the Offices of
the PUBLIC WORKS DEPARTMENT, by Order
of His EXCELLENCY the GOVERNOR of One
Lot of CROWN LAND at CAUSEWAY BAY, in the Colony of Hongkong,
for a term of 75 years, with the option of
renewal at a Rent to be fixed by the
Surveyor of His Majesty the KING, for one
further term of 75 years.

1906
PARTICULARS OF THE LOT.

Reg. No.	Locality	Boundary Measurements	General Description	Annual Rent	Price
1, Regd. No. 1799	Adjoining Marine Loc. No. 100	N.E. 150' 10" x S.W. 150' 0" x E.W. 150' 0" x N.W. 150' 10"	THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central; (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number beside kitchen, pantry, bathroom, servants quarters etc. Very moderate rent. Immediate possession.	\$ 1,000	\$ 1,000
2, Regd. No. 1000	Adjoining No. 100	N.E. 150' 10" x S.W. 150' 0" x E.W. 150' 0" x N.W. 150' 10"	The above premises can also be rented separately as offices or for residential purposes.	\$ 1,000	\$ 1,000

TO LET.

A SHOP and DWELLING HOUSE,
No. 78, Queen's Road Central.

Apply to—Messrs. S. J. DAVID & Co.,
Prince's Buildings.

Hongkong, 11th December, 1907.

TO LET.

HOUSES in AUSTIN AVENUE,
Kowloon.

Apply to—E. D. SASOON & Co.,
Comprador Department.

Hongkong, 22nd August, 1907.

TO LET.

OFFICES on Top Floor No. 2, Connaught
Road, facing the Cricket Ground.

HATHERLY, Connaught Road.

A HOUSE in CLIFTON GARDENS, Conduit
Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUM
BUILDINGS and No. 16B, Des Vaux Road

next to the HONGKONG HOTEL.

FLATS in MORTON TERRACE.

Apply to—THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 1st December, 1907.

TO LET.

N. 9, 11, SEYMOUR ROAD.

Apply to—THE COMPRADORE DEPT.,
JARDINE, MATHER & CO., LTD.

Connaught Road Central.

Hongkong, 12th December, 1907.

TO LET.

N. 2, MACDONNELL ROAD.

Apply to—COMPRADORE'S DEPARTMEN,
Nippon Yusen Kaisha.

Hongkong, 3rd June, 1907.

TO LET.

IMMEDIATE POSSESSION.

GODOWNS No. 95, 96 and 101, PRAYA
EAST.

Apply to—CHATER & MODY,

Victoria Buildings.

Hongkong, 10th December, 1907.

TO LET.

N. 59, CAINE ROAD.

Apply to—SAM WANG CO., LTD.

St. Queen's Road Central.

Hongkong, 27th November, 1907.

TO LET.

N. 27 and 31, SEYMOUR ROAD.

Apply to—

ARRATOON V. APGAR & Co.

15, Wyndham Street.

Hongkong, 2nd March, 1907.

TO LET.

N. 28, CAINE ROAD.

Apply to—LEIGH & ORANGE,

1, Des Vaux Road.

Hongkong, 9th October, 1907.

TO LET.

THE TOP Floor of No. 2, Wyndham Street
lately vacated by the Hotel Baltimore,
suitable for a Club or Boarding House.

First Floor of No. 6, Queen's Road,
Central, comprising Six Large Rooms
and Outhouses suitable for business
premises or Dwellings, now occupied by
FEED BOERMANN & CO.

Apply to—DAVID SASOON & Co. Ltd.

Hongkong, 3rd December, 1907.

TO LET.

A SIX ROOMED HOUSE at ELLIOT
Crescent, Robinson Road.

Apply to—

F. X. DALMADA & CASTRO,

33, Queen's Road Central.

Hongkong, 3rd December, 1907.

TO LET.

THE HONGKONG DAILY PRESS, THURSDAY, DECEMBER 19TH 1907.

ENTERTAINMENT

THEATRE ROYAL,
HONGKONG.

LAST TWO NIGHTS

THE BANDMANN
COMEDY CO.

22 LONDON ARTISTES will present the following Last London
Successes for the first time in Hongkong.

TO-NIGHT (THURSDAY), December 19th:
HALL CAINES' Great Play,
THE CHRISTIAN.
Now Crowding the Lyceum Theatre,
London, Nightly.

TO-MORROW (FRIDAY), December 20th:
FAREWELL PERFORMANCE.



INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

GARLOWITZ & Co.
Hongkong, 13th August 1907.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1905 217,837,119.

AUTHORIZED CAPITAL... 83,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0 0
FIRE FUNDS... 3,320,720 19 6

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMEY & CO., Agents.
Hongkong, 27th April, 1907.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1907.

THORNE'S OLD VAT



PER CASE \$14
SQUARE, STATUE, HOTEL—WHY, RUSSELL-SQUARE,

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD SINCE 1831.

SCOTCH WHISKY.
SOLE AGENTS IN HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
1763

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A. I. A. C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714
Width of Entrance on Top... 984
Width of Entrance on Bottom... 884
Water on Blocks at Spring Tide 344

DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 98
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide 61

DOCK No. 2.
Extreme Length... 571 feet.
Length on Blocks... 524
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide 32

PATENT SLIP.
Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MAEJI" (72 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

PRINTING AND BOOKBINDING OF ALL DESCRIPTIONS

BUSINESS CIRCULARS,
COMPANY PROSPECTUSES,
COMPANY REPORTS & BALANCE SHEETS

BILLS OF LADING,
FIRE & MARINE INSURANCE FORMS

STOREKEEPERS' PRICE LISTS,
COMMERCIAL CODES,

COMMERCIAL RE-EDITS,

COMMERCIAL FORMS OF ANY KIND,

ALSO
MENU CARDS, VISITING CARDS, INVITATION CARDS, &c.

JEDGERS & ACCOUNT BOOKS MADE TO ORDER

PERIODICALS BOUND AND BOOKS OF ALL KINDS RE-BOUND IN THE BEST MATERIALS.

M. MUMUYA, JAPANESE ARTIST.
Bronzes and Crayon Engravings and also colouring Photos and relief Photos. Views of China and Manilla. Work done for Amateurs; No. 5a, Queen's Road Central. Good Panoramas Views of Hongkong, recently taken, on sale.

TYPEWRITER.

F. A. V. RIBEIRO, Typewriting Work Undertaken, Cleaned, Repaired, Overhauled, Charges moderate. Office of the Hongkong Typewriting Bureau, 15, Queen's Road Central (First-Floor).

ROYAL MOVEMENTS.

DEPARTURE OF THE KING'S GUESTS.

The Globe of November 12th reports as follows:

After a week's fine weather following upon the fog which marked their arrival, the departure of the King and Queen's Imperial and Royal guests took place this morning in wet and dismal weather. In spite of this, however, a hundred of persons lined the route from Castle Hill to the South Western Railway Station, whence the German Empress was to make her departure for Port Victoria. Closed carriages conveyed the whole of the Royal passengers, and there was no escort.

The departure platform of the station was carpeted, and the walls on either side of the entrance to the Royal waiting-room were covered with crimson material and epithets. The waiting-room was decorated with flowers.

The first to arrive was Prince Christian, from Cumberland Lodge. Then followed the suites from the Castles of the two Royal houses. A four-horse landau, preceded by outriders, brought the King and Queen and the Emperor and Empress. Other carriages brought Princess Victoria, the Duke and Duchess of Connaught, Princess Patricia of Connaught, and from Frogmore House, the Prince and Princess of Wales and Prince Arthur of Connaught.

A large number of presentations were made in the waiting-room.

Outside there was much shaking of hands between the Empress and the Lords and Ladies in Waiting on the platform who had come to witness the departure.

The Empress wore a gown of peacock blue, with large picture hat. The Queen was in black with a bunch of violets. The King wore a long overcoat and rose pink carnation in his button-hole.

The Empress and Queen kissed each other, and the Empress was also kissed by the King. The Emperor kissed his Consort on both cheeks, and handed her into the Royal saloon of the train, which, in charge of Mr. F. G. West, assistant superintendent of the line, steamed out of the station at 10.45 for Port Victoria, where the Empress embarked on board the "Hohenzollern" for the Continent. The Imperial yacht leaves to-morrow morning.

Immediately upon the Empress's departure, the King and Queen, the Emperor, and the Royal passengers, with their suite, entered the carriage in waiting and galloped up the Thames Hill to the Great Western Station, the Royal train being timed to leave with the Kaiser at eleven o'clock. Here, in the Royal waiting-room, were farewells between the Emperor and his Royal hosts, and a number of the Royal Household attendants were formally presented.

The King escorted his Royal nephew to the saloon, and on the way the Emperor shook hands heartily with the Mayor, Alderman Hampfyde. His Majesty said to his Worship:

"I am very happy to have had such a pleasant time in Windsor."

The Mayor replied that the Wind or people would cherish memories of His Majesty's visit.

The Kaiser then entered the saloon, the King standing at the window, with Queen Alexandra a little distance behind. There were more hearty farewells and waving of hands, and the train punctually steamed out for Hinton Admiral. Mr. Morris superintendent of the Great Western line, and Mr. Holmes, superintendent of the London and South-Western (over whose line from Basingstoke the train ran), were in charge.

Colonel Murphy tried again, and this time found the "Lost Homeopath." Meanwhile the colonel's son-in-law had driven to the Carlton, Colonel Murphy was busting a tattoo on the door. Cabin received thirty shillings, and Colonel Murphy now carries a card.

Explanations followed, and Mr. Cuthbertson returned to Russell-square just as Colonel Murphy was busting a tattoo on the door. Cabin received thirty shillings, and Colonel Murphy now carries a card.

It's a square—not much trouble finding that," answered the cabman, and another "grape," finished up at Morley. Colonel Murphy was now in anything but a pleasant mood, and he was still far from home.

He drove back to the Carlton, awakened his friend, Mr. J. C. Esher, the publisher and explained the situation. "That's simple enough," said Mr. Esher. "Stop here with me."

"No, that won't do," Colonel Murphy responded. "Mrs. Murphy will be greatly worried, and besides I must get home."

The directory gave them no assistance, and finally Bedford-square was chosen as a likely place, only to be drawn blank. Colonel Murphy drove back to the Carlton, and by dint of careful minding pictures Mr. Esher thought he saw light-square, statues, hotel—why, Russell-square, answered his description.

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SHIPPING.

ARRIVALS.

CHIYUEN, Chinese str., 18th Dec.—Canton.
HAIMUN, British str., 636, 2, J. Robson, 18th Dec.—Fuchow Dec. 15th, Amoy 16th, and Swatow 17th, General—Douglas, Lapraik & Co.
HELENE, German str., 271, J. Jansen, 17th December—Toumou & Quinhon 14th Dec., Rice and General—Johnson & Co.
HIRAFU MARU, Japanese str., 647, Calaway, 18th December—Singapore 7th December.
HULCHOW, British str., 18th Dec.—Canton.
LIANGCHOW, British str., 1215, Harder, 18th December—Shanghai 18th Dec., General—Butterfield & Swire.
MERLIN, Dutch str., 1,067, E. Uddal, 18th Dec.—Java via Singapore 9th Dec., Sugar and Cotton—Chines.
PRINZ EITTEL FRIEDRICH, German str., 5,031, E. Melchow, 18th December—Hamburg 7th Nov. and Singapore 13th Dec., Mail and General—Melchers & Co.
ERASER, British str., 18th Dec.—Canton.
FINGAR, British str., 1,047, H. Jamieson, 17th Dec.—Haiphong and Hoihow 16th Dec., Rice and Linen Stock—Butterfield & Swire.
SYRIA, British str., 6,661, D. C. Gregor, R.N.E., 17th December—Yokohama 3rd December, Mail and General—P. & O. S. N. Co.
TAIKHAN, British str., 1,241, J. S. Leing, 17th December—Saigon 9th Dec., Mail—Bradley & Co.
TJIAWONG, 1st ch. str., 3,016, Van Wyk Jurriaans, 17th Dec.—Amoy 16th Dec., General—Java-China-Japan Line.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE,
18th December.
Fukura Maru, Japanese str., for Moji.
Hirafu Maru, Japanese str., for Yokohama.
Isak, Austrian str., for Singapore.
Liangchow, British str., for Canton.
Mandarin Maru, Japanese str., for Kuchinozuka.
Mogune, British str., for Shanghai.

DEPARTURES.

17th December.
LAETEES, British str., for Singapore.
18th December.
BENLARIG, British str., for Nagasaki.
DORNO, German str., for Sandakan.
NINGPO, British str., for Ningpo.
PISANTIO, German str., for Bangkok.
P. E. FRIEDRICH, German str., for Shanghai.
P. R. LUTICOLD, German str., for Europe, &c.
SOSHU MARU, Japanese str., for Swatow.
YUNNAN, British str., for Canton.

SHIPPING REPORTS.

The British str. *Hainan* reports: Strong monsoon and fine and high seas.
The British str. *Tarshan* reports: Strong N.E. monsoon and very high head seas.
The British str. *Singan* reports: Strong N.E. monsoon and high sea, clear weather.

VESSELS IN DOCK.

December 18th.

ABERDEEN DOCKS.—
KOWLOON DOCKS—Neil McLeod, Germania, Woolwich, Engineers, His Royal Ch. Harbour, Kuangsi Province, Paklak, Hutchins, Gregory Apcar.
COSMOPOLITAN DOCKS—Patani.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAIMUN,"
Captain A. J. Robson, will be despatched for the above Ports TO-MORROW, the 20th inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.
Hongkong, 17th December, 1907. 1892

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"
Captain S. H. Bolson, will be despatched for the above Ports on SATURDAY, the 21st inst., at 3 P.M.
For Freight or Passage, apply to
DAVID SASSEON & Co., Ltd., Agents.
Hongkong, 18th December, 1907. 1890

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADELAIDE, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN
AND BLACK SEA PORTS.

THE Steamship

"TOURANE"
Captain Laucelin, will be despatched for MARSEILLES, on TUESDAY, the 24th December, at 1 P.M.
Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.
Cargo also booked for principal places in Europe.

Next sailings will be as follows.—
S.S. "ARMAND BEHIE" ... 7th Jan., 08
S.S. "SALAZIE" ... 21st Jan., 08
J. MILLET,
Agent.
Hongkong, 11th December, 1907. 2

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO, AND IQUIQUE, VIA JAPAN PORTS (Kurashiki, Kobe and Yokohama.) With Liberty to call at Honolulu and Salina Cruz.

Steamers Tons
"KATHARINE PARK" 5,000 On 28th Dec.
NOON.

"KASATO MARU" 6,100 Some time in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacifico S. N. Co.

K. MATSUDA, Manager,
York Building.

Hongkong, 16th December, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorages of our Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "a" nearest Hongkong "b" midway between Hongkong and Kowloon "c" and those vessels berthed at the Kowloon Wharf "d" together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SIESTA	Brit. str.	1 m.	D. C. GREGOR, R.N.E.	E. & O. S. N. Co.	About 18th inst.
LONDON &c., VIA USUAL PORTS OF CALL.	DELTA	Brit. str.	1 m.	C. L. DANIEL, R.N.E.	E. & O. S. N. Co.	On 28th inst., at Noon.
MARSEILLE, &c., VIA PORTS OF CALL.	TOURANE	Frenstr.	1 m.	Laundelin & Co.	MESSENGERS MARITIMES	On 24th inst., at 1 P.M.
MARSEILLE, PLYMOUTH, HAVRE & HAMBURG, &c.	HAMBURG	Gor. str.	1 m.	Filzer	MELCHERS & CO.	On 30th January.
MARSEILLE, HAVRE & COPENHAGEN	SCANDIA	Gor. str.	1 m.	v. Döhren	HAMBURG-AMERIKA LINIE	On 9th January.
HAVRE ROTTERDAM & HAMBURG VIA STRAITS, &c.	SLAM	Swed. str.	1 m.	Melchers & Co.	MIDDLE OF JANUARY	Middle of January.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Gor. str.	1 m.	Saddeh	HAMBURG-AMERIKA LINIE	On 23rd inst.
AGRAVIA	DELTA	Gor. str.	1 m.	Denett	HAMBURG-AMERIKA LINIE	On 15th January.
C. FRED. LAKIZ	TOURANE	Gor. str.	1 m.	Wagner	HAMBURG-AMERIKA LINIE	On 24th January.
SAXONIA	SCANDIA	Gor. str.	1 m.	Ibel	HAMBURG-AMERIKA LINIE	On 14th February.
BACHEN	DELTA	Gor. str.	1 m.	Wolmann	HAMBURG-AMERIKA LINIE	About 25th inst.
E. F. FERDINAND	SIAM	Aus. str.	1 m.	Mateovich	SANDBERG WIELER & CO.	About 25th inst.
ALBERGA	DELTA	Brit. str.	1 m.	Petersen	CARLOWITZ & CO.	To-day, at 4 P.M.
EMPEROR OF CHINA	SIAM	Brit. str.	1 m.	...	CANADIAN PACIFIC R. CO.	To 28th Jan., at Noon.
MONTAGUE	DELTA	Brit. str.	1 m.	...	CANADIAN PACIFIC R. CO.	On 28th January.
KUMERIC	SIAM	Am. str.	1 m.	Cowley	DOUDWELL & CO. LTD.	On 28th January.
KATHERINE PARK	DELTA	Am. str.	1 m.	St. John George	TOYO KISEN KAISHA	On 28th inst., at Noon.
ALDENHAM	DELTA	Brit. str.	1 m.	J. Dawson	GIBR. LIVINGSTON & CO.	On 28th inst., at Noon.
TAFTYAN	DELTA	Brit. str.	1 m.	J. Minson	BUTTERFIELD & SWIRE	On 1st Jan., at 4 P.M.
MANILA	DELTA	Dut. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 2nd Jan., at 5 P.M.
CHINGTU	DELTA	Dut. str.	1 m.	Zwart	JAYA-CHINA-JAPAN LINIE	On 8th Jan., at 4 P.M.
TIUBODAS	DELTA	Dut. str.	1 m.	T. Stahr	HAMBURG-AMERIKA LINIE	Quick despatch.
KOWLOON	DELTA	Dut. str.	1 m.	Sandback	JARDINE, MATHEWS & CO., LTD.	On 25th inst.
CHOTBANG	DELTA	Dut. str.	1 m.	Wright	JARDINE, MATHEWS & CO., LTD.	To-morrow, at Noon.
LIENSHING	DELTA	Dut. str.	1 m.	G. M. Montford, R.N.E.	DOUDWELL & CO. LTD.	To-morrow, at 4 P.M.
SIAM	DELTA	Dut. str.	1 m.	Filler	F. & O. S. N. Co.	On 21st inst.
SUNDA	DELTA	Dut. str.	1 m.	P. & O. S. N. Co.	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAMBURG	DELTA	Dut. str.	1 m.	...	HAMBURG-AMERIKA LINIE	On 23rd inst.
C. FRED. LAKIZ	DELTA	Dut. str.	1 m.	...	MESSENGERS MARITIMES	On 23rd inst.
SALATIN	DELTA	Dut. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
SHAWNSING	DELTA	Dut. str.	1 m.	...	MELCHERS & CO.	On 26th inst.
St. LUCIA	DELTA	Dut. str.	1 m.	...	F. & O. S. N. Co.	About 27th inst.
ARCADIA	DELTA	Dut. str.	1 m.	A. L. Valentini	...	On 29th inst., at 3 P.M.
FOOKANG	DELTA	Dut. str.	1 m.	F. & O. S. N. Co.	On 29th inst., at 4 P.M.	
YUCHOW	DELTA	Dut. str.	1 m.	F. Northcombe	...	On 29th inst., at 4 P.M.
KUUKANG	DELTA	Dut. str.	1 m.	H. A. Wavell	...	On 29th inst., at 4 P.M.
DALIN MARU	DELTA	Dut. str.	1 m.	I. Sakurai	OSAKA SHOEN KAISHA	On 22nd inst., at 9 A.M.
NINGPO	DELTA	Dut. str.	1 m.	H. Hardie	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
SWATOW & SHANGHAI	DELTA	Dut. str.	1 m.	...	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SWATOW, AMOY & FOOCHEW	DELTA	Dut. str.	1 m.	A. J. Robson	...	To-morrow, at 10 A.M.
HOIHOW & HAIHPONG	DELTA	Dut. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 21st inst., at D'Light.
MANILA	DELTA	Dut. str.	1 m.	S. J. Payne	...	To-morrow, at 4 P.M.
MANILA	DELTA	Dut. str.	1 m.	R. Almond	BUTTERFIELD & SWIRE	On 21st inst.
MANILA	DELTA	Dut. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 24th inst., at 4 P.M.
YUNNAN	ZAFIRO	Brit. str.	1 m.	...	JARDINE, MATHEWS & CO., LTD.	On 27th inst., at 2 P.M.
MANILA	ZAFIRO	Brit. str.	1 m.	On 28th inst.
CEBU & ILUOLO	ZAFIRO	Brit. str.	1 m.	R. Rodger	...	On 31st inst., at 4 P.M.
CEBU & ILUOLO	ZAFIRO	Brit. str.	1 m.	A. Sommerville	...	On 29th inst., at 4 P.M.
SANDAKAN	ZAFIRO	Brit. str.	1 m.	G. H. Pennefather	...	On 3rd Jan., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	ZAFIRO	Brit. str.	1 m.	Mathias	...	On 23rd inst., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	ZAFIRO	Brit. str.	1 m.	B. Houghton	...	On 21st inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	ZAFIRO	Brit. str.	1 m.	S. H. Bolson	...	On 31st inst., at 3 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	ZAFIRO	Dut. str.	1 m.	E. J. Tait	...	On 7th Jan., at 3 P.M.
				Jurriaans	JAYA-CHINA-JAPAN LINIE	About 20th inst.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tone.	Captain.	Sailing Date.
KUMERIC	6,232	Cowley...	On 28th January, 1908.
SHAWMUT	8,606	E. V. Roberts	On 21st February, 1908.
TREMONT	8,606	T. W. Garlick	On 17th March, 1908.

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP			
VIA SINGAPORE, SYRIA	About 18th Dec.	Freight and Passage.	
PENANG, COLOMBO, PORT SAID and MAESSELLES	Capt. D. G. Grigor, R.N.R.	Dec.	
SHANGHAI, MOJI, KOBE, SUNDA and YOKOHAMA	About 22nd Dec.	Freight and Passage.	
ARCADIA	Capt. G. M. Montford, R.N.R.	About 27th Dec.	
SHANGHAI	Capt. A. L. Valentini	About 27th Dec.	
LONDON VIA USUAL PORTS DELTA	Capt. C. L. Daniel	Noon, 28th Dec.	
OF CALL		See Special Advertisement.	

For further Particulars, apply to:

E. A. HEWITT,
Superintendent.

Hongkong, 16th December, 1907.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

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POST OFFICE NOTICE

The time of posting ordinary letters with an extra fee of 10 cents intended to be despatched by the English and French Mails to Europe has now been extended till noon.

The Sailing, with the French mail of the 22nd Nov., left Singapore on Monday, the 16th inst., at 1 p.m., and may be expected here on Monday, the 23rd inst. This packet brings reply to letters despatched from Hongkong on the 19th Oct.

FOR

TO

DATE

Hai Phong		
Durban		
Singapore		
Macao		
Baigou		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER, (BC),		
(Supplementary mail on board up to the time fixed for departure of the mail.)		
Extra Postage 10 cents)		

Batavia, Cheribon, Samarang, Soerabaya and Maccassar		
Kwaiow and Shanghai		
Bangkok		
Kwaiow, Amoy and Foochow		
Quang Chow Wan, Hoilow, Pakhoi and Haiphong		
Hoilow and Haiphong		
Kwaiow and Shanghai		
Macao		
Manila, Taliouin and Chefoo		
Kwaiow		
Hoilow and Haiphong		
Macao, Penang and Calcutta		
Sandakan		
Shanghai, Nagasaki, Kobe and Yokohama		

SHANGHAI, NAGASAKI, KOBE YOKOHAMA, HONOLULU AND SAN FRANCISCO,		
(Supplementary mail on board up to the time fixed for departure of the mail.)		
Extra Postage 10 cents)		

Nagasaki, Kobe and Yokohama		
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Egypt, &c., India via Tatiocorit		
(Late Letters 11.00 A.M. to noon, Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		

Shanghai, Moji, Kele, Yokohama, Victoria, B.C., and Seattle		
Mauli		
Ningpo		
Singapore, Colombo and Bombay		
Singapore, Penang and Colombo		
Eu... &c., INDIA VIA TUTICORIN		
Shanghai		
Malta, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth		
Malta		
Kobe and Yokohama		
Karatsu, Kobe, Yokohama, Callao and Iquique		
Port Darwin, Thursday Island, Cook- town, Cairns, Townsville, Brisbane, Sydney, Robert, Launceston, New Zealand, Mel- bourne, Adelaide, Perth and Fremantle		
Europe &c., India via Tutiocorin		
(Late Letters 11.00 A.M. to noon, Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail.)		
Extra Postage 10 cents.)		
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
T.T. Parcel mail will be closed on Friday, the 27th instant, at 5 p.m.		
Shanghai, Yokohama, Kobe and Moji		
Cebu and Iloilo		
Shanghai		
Singapore, Penang and Calcutta		
Shanghai		

TO-DAY.

At the City Hall, The Bandmann Comedy Co.,

9.15 p.m., in "The Christian."

TO-MORROW.

Sale, Household Furniture, at No. 4, Leichiel

Terrace, Kowloon, Hughes & Hough, 2.30 p.m.

PASSENGERS

ARRIVED.

Per Taliwong, from Amoy, Mr. A. Thomas,

Per Haimein, from Coast Ports, Mr. and Mrs.

Burt, Messrs. Morley and Woodriff.

Per Syria, for Hongkong, from Foochow,

Mr. F. Dodwell; for Singapore, from Yokohama,

Mrs. Foster; from Shanghai, Miss Naylor; for

London, from Yokohama, Mr. J. W. F. Mac-

kenzie; from Kobe, Mr. Platt, child & infant;

from Shanghai, Mr. and Miss Easton, Rev. and

Mrs. Easton, Liszt, G. J. Todd, R.N., Lieut. P.

Durkin, R.N.S., Sergt. W. G. Edward, R.N.

Per P. E. Friedrich, from Hamburg, &c.,

Mr. and Mrs. Edie, Mr. and Mrs. McKinley,

Mrs. Dr. Kleck, Mrs. Bertha Barber, Mrs.

Marie von Riegen, children and servant, Mrs.

Colonel Ahlers and daughter, Mrs. Lucy, Mrs.

Kruskobom and 2 children, Mrs. C. E. Tatich,

Mrs. Hitchcock, Mrs. Ramsey, Mrs. E. Knau-

her, 2 children and servant, Mrs. M. Theresia

Bannenberg, Mr. M. Willibald, Schrader,

Mrs. M. Seale, Mrs. Rook, Mrs. Bottelle and

servant, Mrs. Okino, Mrs. Okiyo, Mrs. Onsyo,

Dr. Mad. Petone, Meeser, W. H. Birkenough,

Carl Föker, N. A. Siebe & family, F. St. Gior,

M. Hong, W. S. Allen, Harold Seth & servant,

G. Louisik, Herbert, Gottlieb Hartig, Hans

Cordis, F. J. Roway, H. Miller, Ole Kellere,

John Fraser, Dougherty and T. B. Meyer.

DEPARTED.

Per P. R. Luitpold, for Bremen, &c., Mr. and

Mrs. V. Anderson, Mr. and Mrs. Chaplin, Dr.

and Mrs. Pick, Rev. and Mrs. Irving Spencer,

Rev. and Mrs. Zumbo, Mrs. Caroline Baker,

Mrs. Emmy Marshall von Bisebois, Mrs. T.

W. Edwards, Mrs. Gray, Mrs. B. Legrange,

Mrs. Reid, Misses Artillier Brill, Carter, E.

Fiske, M. Flahs, Green, Herkness, A. Lowry,

H. M. Lowry, Morrow, Slacks, Swift and

Turnbull, Dr. Broomehill, Dr. T. C. Graham,

Dr. F. A. Wellwood, Prof. Dr. Schausland and

Tschler, Rev. MacDonnell, Rev. Darrow,

and family, Sir Fred. Graham, Messrs. Arbenz,

H. M. Abbe, O. Bauer, O. W. Bauer, Boter-

mann, F. B. Blow, Charles, H. T. Dunn, D. C.

McEwan, Eberhardt Ernst, Aug. C. Ferber,

Max Kunze, Max Krueger, Kaufman, Conr.

Krause, T. Langford, Alfred Mildner, Vincent

Orsato, A. C. Phillips, Nai Petoh, Richter, S.

Siegen, Otto Schreiner, Schmid, Tangerding,

M. V. Tiedemann, R. Thomson and family, M.

Vigil, Phya Verady, Wernigg and Oberl Yess,

COMMERCIAL.

CLOSING QUOTATIONS.

December 18th.

ON LONDON.—	Telegraphic Transfer	1.10
	Bank Bills, on demand	1.10
	Bank Bills, at 30 days' sight	1.10
	Bank Bills, at 4 months' sight	1.10
	Credit, at 4 months' sight	1.10
	Bill of Exchange, 4 months' sight	1.10
ON PARIS.—	Bank Bills, on demand	2.28
	Credit, at 4 months' sight	2.28
ON GERMANY.—	on demand	1.69
ON NEW YORK.—	Bank Bills, on demand	.44
	Credits, at 60 days' sight	.46
ON BO'AY.—	Telegraphic Transfer	.18
	Bank, on demand	.18
ON CALCUTTA.—	Telegraphic Transfer	.18
	Bank, on demand	.18
ON SHANGHAI.—	Bank, at sight	.74
	Private, 30 days' sight	.75
ON YOKOHAMA.—	On demand	.90
ON MANILA.—	On demand—Pesos	.91
ON SINGAPORE.—	On demand	.25 p.m.
ON BATAVIA.—	On demand	.11
ON HAMBURG.—	On demand	.54 p.m.
ON SAIGON.—	On demand	.5 p.m.
ON BANGKOK.—	On demand	.80
OVERSEAS.—	Bank Buying Rate	\$.10.65
	GOLD LEAF, 100 fine, per oz.	\$.86
	BAR SILVER, per oz.	2.44

SUBSIDARY COINS.

December 18th.

Quotations are—

Chinese 20 cents pieces \$4.94 discount

10 " 5.40 "

Hongkong 20 " 4.45 "

10 " 4.95 "

Malwa New 1.870 per piast.

Malwa Old 1.800 "

Malwa Older 1.830 "

Malwa V. Old 1.870 "

Persian fine quality 2.700 "

Persian extra fine 2.750 "

Patna New 1.915 per chest.

Patna Old 1.815 "

Barra New 1.885 "

Barra Old 1.855 "

Malwa New 1.870 per piast.

Malwa Old 1.800 "

Malwa Older 1.830 "

Malwa V. Old 1.870 "

Persian fine quality 2.700 "

Persian extra fine 2.750 "

Patna New 1.915 per chest.